

some measures were proposed to improve the efficiency of international transfer and the enterprise activities on the whole.

In order to increase the efficiency of transportation, first of all, the number of vehicles (including light-sized vehicles) should be increased, which will significantly affect the number of transportations during the calculation period due to enlarging the possibilities to complete various orders. The problem of incomplete loading of a vehicle was solved by a rational selection of a vehicle. However, one of the main ideas was to embed a system of automatic monitoring into each truck, which is an effective way of optimization of transport non-production costs. GPS-monitoring provides a possibility of 24-hour operational control of the motor vehicles (location, mileage, speed, duration of parking, location and volume of fuel fillings, fuel consumption, arrival time for loading and unloading, dwell time), control of the actual time of driver's work.

Consequently, based on the data collected, we analyzed the work of the transport company, identified a number of shortcomings and made efforts to eliminate them and improve the efficiency of the work of the transport enterprise "Popov".

## **ADMINISTRATIVE PROCEDURE IN THE CUSTOMS SPHERE**

**Halyna Yurchyshyn**, student

**Andriy Shkolyk**, Associate Professor (Law), Research Advisor

**Natalia Hrynya**, Associate Professor, Language Consultant

*Lviv National University after Ivan Franko*

Adopted in 2012, the Customs Code of Ukraine laid down a number of progressive legal institutes in relations between controlling bodies and declarants. However, for today, it does not sufficiently reflect the trends of administrative and legal provision of administrative processes in the customs authorities, taking into account modern international standards of customs administration and the provision of customs processes in circumstances of impossibility for the fiscal authorities to fully control the entire territory of Ukraine. In view of these tasks in combination with the lack of scientific and theoretical developments in the specifics of administrative procedures in the customs sphere, this issue is an actual topic of research.

Many scholars from the post-Soviet countries have devoted their works to studying the issue of disclosure of the essence and content of the basic customs-legal concepts. However, existing models of organizational and legal norms of customs activity have a lot of contradictions on various interdependent aspects: social, legal, organizational and others. The main reason for the problems of a practical nature is the lack of a system model of the norms governing customs administrative procedures at the organizational, practical and legislative levels.

From the theory of the administrative law, it is known that one of criteria for the classification of administrative procedures is the criterion "according to the sphere of activity", in our case, in the customs field. It is worth emphasizing the existence, in the specialized sources, of a large number of different definitions of the administrative procedure, due to a variety of approaches to the perception of the administrative process in general.

The whole system of customs procedures can be classified into: customs control procedure; customs clearance procedure; the procedure for collecting statutory taxes and fees.

Thus, taking into account the content of the administrative and legal regulation of the implementation of the state customs policy of Ukraine, the norms of customs law of the EU and international customs law will provide improving the quality and efficiency of public administration in this area. Organizing the activities of customs authorities and regulating such activities through appropriate administrative procedures is a prerequisite for improving the efficiency and quality of work of these bodies, ensuring the proper fulfillment of their tasks and powers. Effective implementation of the functions of customs authorities depends on the proper legal provision of procedural standards of such functions.

The analysis of publications, which devoted to the disclosure of the essence and content of the term "customs procedure", allows us to determine that one of the main factors that led to an increase researchers' attention to this definition was the beginning of the implementation of measures aimed to harmonization of national legislation with the provisions of the International Convention on the Simplification and Harmonization of Customs Procedures.

Thus, the customs procedure should be considered as the basic component for the development of customs legislation in Ukraine. The effectiveness of customs control, especially in the globalized world, is difficult to assess, since the use of customs technology as a mechanism and instrument for implementation of the state policy in the field of customs is aimed at achievement of strategic goals. That is why customs control as a means of ensuring state policy is aimed at the complexity of control and safety of the international supply chain, eliminating unnecessary duplication of control measures.

The most important direction of development should be the widest possible introduction of information technology in the procedure of customs clearance and customs control. This is due primarily to the need for acceleration and simplification of customs formalities, as well as the reduction of economic costs associated with registration.

In recent decades, customs administration in the EU has undergone a process of reform under the influence of new trends due to the development of regional integration and globalization of the world economy. In the process of reforming administrative procedures in the customs sphere, Ukraine is guided by the provisions of the Association Agreement with the EU from 2014.

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## WOMEN IN ARCHITECTURE

**Anna Zaitseva**, student

**Katheryna Babenko**, student

**Svitlana Zubenko**, Associate Professor, PhD (Philology), Language Consultant  
*O. M. Beketov National University of Urban Economy in Kharkiv*

Inequality between women and men in the architectural environment seems to be beyond doubt. How many names of female architects can you remember offhand? Probably only the name of Zaha Hadid. If you turn to the Internet in search of famous architects, then the results can be found lists of male architects. To see women, the request must contain the phrase "women architects". But an architect is the same profession, so why is it divided into two categories: architects and women architects?

The Architectural Review magazine published the results of the fifth annual survey "Women in Architecture" [<https://www.architectural-review.com/essays/results-of-the-2016-women-in-architecture-survey-revealed/10003314.article>], which aim not only to study the market, but also to draw attention to gender issues in the profession. The survey involved about a thousand women architects from the UK, USA, Continental Europe, although there were respondents from Asia, the Middle East and Australia. About 80% of the respondents were aged 20–40 years, falling under the concept of "young architects".

Consider the results of the survey in the categories of work, discrimination and family.

*Work:* The survey results showed that a fifth of the respondents would not recommend women to choose the profession of an architect. The highest percentage in this question was shown by British architects (25%), and the least (11%) negative reviews were among the American and Canadian responses. Only 15% of women believe that the construction industry fully perceives the authority of